



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 13, 2021

REPORT NO

21-002-CMH

NAME OF REPORTING FACILITY

Cleveland ATCT (CLE)

14 CHRONOLOGICAL SUMMARY OF FLIGHT
August 20, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1814 N700DT contacted Cleveland Approach Control (CLE) DN position departing Erie-Ottawa International Airport (PCW) under Visual Flight Rules (VFR) requesting an Instrument Flight Rules (IFR) clearance to Lunken Airport (LUK). DN issued a squawk code of 5777.
- 1815 DN radar identified N700DT and instructed the pilot to maintain VFR at or below 8000 feet. DN then contacted Toledo Approach Control (TOL) for a point-out reference N700DT. After the approval, DN issued the IFR clearance climbing to 8000 feet. Pilot read back the clearance.
- 1818 DN instructed N700DT to contact Cleveland Center (ZOB) on frequency 135.1. Pilot read back.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 27, 2021	REPORT NO 21-002-CMH
	NAME OF REPORTING FACILITY Toledo Express ATCT (TOL)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT August 20, 2021 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1815 Cleveland Approach North Sector controller calls Toledo Approach controller requesting a point out on N700DT squawking 5777 climbing high. Toledo Approach controller approves the point out. 1821 N700DT leaves 11,000 Mean Sea Level and is above Toledo's airspace. No More Follows		

FAA Form 8020-6-1

21-002-CMH

N700DT

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	NAME OF REPORTING FACILITY Cleveland ARTCC (ZOB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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1818 N700DT checks on and asks for higher. Cleveland Center Air Route Traffic Control Center (ZOB) Carleton Sector (R08) climbs N700DT to flight level 200 (20,000 feet) and tells N700DT about the moderate to heavy precipitation on his route of flight. N700DT says he has visual on that precipitation and climbs to flight level 200.

1819 R08 tells N700DT he will need to change his routing to Lunken airport (LUK) because of weather and that he can clear N700DT for deviations. N700DT says we can just take deviations.

1821 R08 gives N700DT the route and asks if he will need to deviate when he gets to Rosewood (ROD). N700DT says he will need to deviate and once he gets past ROD he can proceed as requested. R08 clears N700DT to deviate left ROD when able.

1826 R08 switches N700DT to Indianapolis Center Air Route Traffic Control Center (ZID) and to let ZID know when he's on course to ROD.

No More Follows

FAA Form 8020-6-1

21-002-CMH

N700DT

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 26, 2021	REPORT NO. 21-002-CMH
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
August 20, 2021

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1826 N700DT called on the Indianapolis Air Route Traffic Control Center (ZID) Rosewood Low Sector frequency climbing to Flight Level (FL) 200. The ZID Rosewood Low Radar Controller (R32) acknowledged the call and informed N700DT of scattered moderate precipitation for the next 20 miles and to advise if deviation is needed. N700DT responded we'll let you know and we'll be direct Rosewood in a minute.

1830 R32 cleared N700DT to descend and maintain 11,000 feet, direct HEDEE intersection when able, and issued the Dayton, OH altimeter with no response.

1831 R32 cleared N700DT to descend and maintain 11,000 feet and issued the Dayton, OH altimeter. N700DT acknowledged the clearance to 11,000 feet, the Dayton, OH altimeter, and the revised route direct to HEDEE intersection. R32 cleared N700DT direct HEDEE intersection when able. N700DT acknowledged direct HEDEE intersection.

1832 R32 cleared N700DT to descend and maintain 11,000 feet and issued the Dayton, OH altimeter. N700DT stated they were descending.

1833 R32 cleared N700DT to turn 15 degrees right for traffic. N700DT acknowledged the clearance.

1834 R32 cleared N700DT direct HEDEE intersection. N700DT acknowledged the clearance.

1835 R32 switched N700DT to the Columbus Airport Traffic Control Tower. N700DT acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 15, 2021	REPORT NO. 21-002-CMH
	NAME OF REPORTING FACILITY John Glenn Columbus ATCT (CMH)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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1835 N700DT checked in on Middletown radar (MR) sector of Columbus Air Traffic Control Tower (CMH) descending to 11,000 feet. The MR controller gave the Dayton altimeter and gave a descent to 10,000 feet. N700DT acknowledges.

1836 The MR controller advised N700DT once they are at 10,000 feet they can proceed direct to Lunken Field (LUK) however, there are parachute operations at Middletown Regional (MWO) and at the Waynesville Airfield (40I) that they would have to go around once they get closer. N700DT acknowledges.

1838 The MR controller transmits to N700DT after a 160 degree turn was noticed.

1839 MR controller continues to try to make contact with N700DT.

1840 MR controller continues to try to make contact with N700DT.

1841 MR controller continues to try to make contact with N700DT.

1842 MR controller continues to try to make contact with N700DT.

1843 The Operational Supervisor called Ohio State Highway Patrol to advise them of a possible downed aircraft in the area.

1846 The MR controller asks N18HP to try to establish radio communication with N700DT.

1853 MR controller asks N759UR if they see any evidence of smoke near the Urbana Airport (I74). N759UR responds that they are looking.

1854 MR controller ask Endeavor Flight 5559 (EDV5559) to advise if they see any smoke south of the I74 airport. EDV5559 acknowledges.

1855 EDV5559 advised that they are not receiving an Emergency Locator Transmitter (ELT). MR controller acknowledges.

1856 MR controller points out the area that N700DT could be at to N759UR. N759UR advises that they are still looking.

1857 MR controller points out the area that N700DT could be at to EDV5559. EDV5559 advises nothing so far but, they are still looking.



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1858 EDV5559 advises that they still see nothing.

1903 N18HP confirmed to the MR controller that there is a crash scene.

No More Follows